

TRY IT AND THEN YOU'LL ALWAYS BUY IT
IF YOU WANT BREAD THAT IS LIGHT; CAKES
JUST RIGHT, USE

"QUEEN ANNE FLOUR"

IT IS MADE FROM THE FINEST SELECTED
WHEAT, SKILFULLY MILLED BY EXPERTS—
THAT'S WHY IT GOES FARTHER AND GIVES
BETTER SATISFACTION THAN COMMON KINDS

\$1.20 the Sack.

ROSS, HIGGINS & CO.
HEADQUARTERS FOR GOOD THINGS TO EAT.

TERSE TALES OF THE TOWN

Orkwitz sells akat. tf.

Sea shell souvenirs at Svenson's.

Orkwitz Repairs Bicycles on short notice.

Dell B. Scully, Notary Public, at Scully's Cigar Store. Any old hour!

The very best board to be obtained in the city is at "The Occident Hotel." Rates very reasonable.

Ice Cream made from full cream, 15c per pint. Special prices for lodges and churches, at Tagg's confectionary. 7-19-1f

Hotel Irving, corner Franklin avenue and Eleventh street. European plan; best rooms and board in the city at reasonable prices.

How Do I look.—To really see yourself as others see you, get one of those new style mirrors at Hart's Drug Store; all prices. A new supply just received. tf.

N. A. Ackerman, 421 Bond St., does all manner of taxidermy, furniture upholstery, carpet cleaning and laying, mattress making a specialty and a work guaranteed.

Big Train Out.—The evening express out of this city for Portland last evening, was unusually heavy for Monday night; there being ten coaches in all, including President Hammond's private car, "California." The laches of the steamer Potter is partially responsible for the excess, perhaps.

Complexion treatments are a necessary part of the grooming of a well-preserved woman. It is not so much a matter of how you look today, as how you will look tomorrow. Hollister's Rocky Mountain Tea does the business. Tea or Tablets, 35 cents. Sold by Frank Hart.

Why don't you have your work done by the Eastern Painting & Decorating Company, 75 Ninth street? They do the work cheaper, quicker and better than any other firm. The Parker House which is being papered and painted from cellar to garret is being done by them. Go and inspect the work.

Foundations Renewed.—The property of Benjamin Young, at the southeast corner of Duane and Eleventh streets, is to be equipped with new foundations throughout. The rear of the premises, the shed-rooms, will be built anew, and the whole place renewed, all of which will make it an attractive and serviceable corner.

Some girls are clever; they have made themselves great beauties by taking Hollister's Rocky Mountain Tea. There is no scheming, they fight shy of cosmetics and have become the handsomest girls in the state. Tea or Tablets, 35 cents. Sold by Frank Hart.

HOEFLER'S HANDSOMEST SWEET SHOP

Thief Knew His Ground.—Yesterday morning between 2 and 3 o'clock, the Bureau saloon, at 570 Commercial street, Johnson & Cook, proprietors, was robbed of \$37.80 and a fine Colt's revolver, the latter the personal property of Mr. Cook. The thief was evidently thoroughly familiar with the premises, and gained an entrance via the back door. He emptied the cash register, and from it took the key to the money drawer, which he also gutted. The owners are in possession of a clue and the police are at work on the proposition. The proprietors say the loss of the money, nor of the revolver, counts for so much, as the uglier fact that there is an unknown thief abroad in the community.

May Call Strike Off.—According to the mill owners, a meeting of the delegates representing the various shingle weavers' unions of Washington which have been on a strike for the past few weeks, was to be held yesterday at Tacoma, when the strike would be formally called off. This action is the result of a dissatisfaction which has arisen among the union men who believe that the strike has not been a success. Officials of the union denied that such a meeting would be held. Secretary Campbell is quoted as having said that no such a convention was possible without the consent of the international officers.

To Be the Finest.—That the new Astoria Savings Bank building at Duane and Eleventh streets is to be the finest structure in the city, is made apparent by the quality of material and workmen with which yesterday was begun. There are several of the most expert bricklayers in the state at work and the precision and beauty of the work, together with the fine cream enameled brick in use, indicates the quality of the job without the necessity for asking questions.

Good Job Finished.—Birch & Jacobson yesterday completed the decking of Tenth streets, from Commercial to Duane, and the work has been most thoroughly done. The sidewalks have been redecked also; and in this behalf the contractors went to same pains and expense to do really more than the specifications called for. They dressed lumber for both walks, when rough was all that was called for, a concession that deserves recognition in these days when work is slurred rather than embellished.

Express Held Up.—Just as the 11:35 express from Portland was entering the A. & C. yards yesterday, a horse-truck load of lumber destined for the barkentine Jane L. Stanford from the Clatsop mills, was stalled squarely on the track, and the big train was held up in good fashion for about ten minutes, until the mill hands could unload it.

There is just as good fish in the brine
As ever come out of the sea.
But you will take it out in fishing.
Unless you take Rocky Mountain Tea.
Sold by Frank Hart.

TWENTY DOLLARS REWARD.

A reward of \$20 will be paid for the recovery of the body of Alrick Waara, drowned off Cape Disappointment on Monday, July 23, 1906.
CHARLES JOHNSON,
110 Flavel Stret. Astoria. 7-28-7t.

COLLISION AT SEA GOES TO SEATTLE

Columbine Strikes Umatilla Lightship Last Thursday.

Important Manufacturing Industry Lost to Astoria.

HEAVY SEA RUNNING AT TIME WILL MAKE RAILROAD SPIKES

Lighthouse Tender Columbine's Bow Driven in Foot—Will Be Drydocked—Lightship Damaged Also—Inquiry is Probable.

C. A. Phelps of Idaho, Failing to Interest Astorians in Invention, Goes to Seattle—Will Build Large Plant There.

An accident that might have ended in disaster and the loss of life, occurred last Thursday morning when the government Lighthouse tender Columbine collided with Umatilla lightship No. 73, off Cape Flattery, staving in the port side of the lightship midway between the mainmast and the stern, and inflicting quite severe damage. The Columbine's bow was bent inward for fully a foot. Luckily neither ship sustained any damage below the water line.

The Columbine arrived in last night from her trip along the coast to supply the different light stations and reported the accident.

At the time the collision occurred a heavy sea was running. The lighthouse tender which was bringing supplies to the light, had approached rather close, when a heavier sea than usual carried her forward with such suddenness she struck the lightship head on, before a move could be made to turn aside and avoid the smashup.

The Columbine was immediately backed away, and the injuries of both ships examined. The lightship, though the side was smashed in considerably, sustained no injury below the water line, though she will likely be compelled to enter port to undergo repairs.

The damage to the Columbine will necessitate her being sent into dry-dock where the damages can be tended to.

Captain Richardson of the Columbine could not be found last night and no statement was obtained as to where the blame lay for the accident. Members of the crew would say nothing in this connection. An inquiry and inspection will no doubt be made by government officials into the circumstances of the affair.

About a year ago the Manzanita was in a collision and the lighthouse tender Heather but a short time ago suffered some minor damage from an accident of a similar nature, and it almost seems that some sort of a hoodoo hangs over lighthouse tenders in this district.

In Police Court—A gentleman of color, was James Barbour, who smilingly faced Judge Anderson yesterday in police court to answer a charge of being drunk. It was all due to the unlucky number 13, which landed James behind the bars, so he asserted. "You see, judge, I've only had \$13, and this was unlucky, so I goes down to one of these hear crap games, expectin' to win enough to make it lucky. Ma luck wasn't there tho and to stedy me nerves I've takes a few jolts, and when I wakes up, I was in jail, and ma money gone." Two days were administered to James for reflection, on the evils of trying to change his luck. Ewald Zimmerman, on a vagrancy charge pleaded not guilty and his case was continued over until tomorrow. He has retained Howard Brownell to defend him. Tom Wilson, a vagrant, was fined \$40 and will probably leave town.

DECK AND DOCK NEWS.

The steamer Roanoke arrived in last night from San Francisco with 128 passengers, including the following for Astoria: Mrs. G. C. Flint, Charles Murphy, Gus Krinkkoner, S. Tapio, Kadio Tapio, George Remjohn, O. Brown, J. Papis, Mrs. W. B. George and Mrs. M. L. Marsgall. The captain reports a fair trip up with good weather until yesterday. The Roanoke has no trouble with the longshoremen here and proceeded up the river to Portland at 2 o'clock this morning.

There is a positive cessation of marine movement on the Columbia river and on its bar. There is not a word of news from Portland, and only two bottoms crossed the big barrier yesterday. It does not mean anything special; it just happens so for the day.

The steamer F. A. Kilburn arrived in from San Francisco, yesterday morning with a big list of Portland passengers, and she went on to the metropolis without any delay here.

The oil tank steamer Asuncion came down from Portland yesterday morning early and went directly to sea and San Francisco.

By a simple invention of which the purpose is to make a railroad spike when it is driven into a tie "stay driven," C. A. Phelps, an Idaho man, hopes to build up an important manufacturing industry, and to lengthen the life of the ordinary railroad tie from four years, as it is now, to ten years. Not only would he thus cheapen the cost of maintenance of a railway, but by allowing the use of cheaper grades of wood for ties, he would lessen the cost of construction. Mr. Phelps was recently in Astoria where he endeavored to interest a number of people in his invention, with a view toward establishing a plant here for the spike's manufacture, but met with a small degree of success. From here he went to Seattle where he was successful in his quest for a location. The Seattle P. I. in this connection says:

Machines to manufacture this spike will, it is expected, be ready in about six weeks. They are being built in Seattle. Negotiations are in progress for a site for a factory at Kirkland, and the factory, it is stated, will be there, if the steel mill proposed by James A. Moore is erected. For the Eastern trade the spikes will be manufactured by a railroad supply firm on a royalty.

The spike itself and the results of tests made at the University of Washington, are thus given by J. R. Morrison, deputy in County Surveyor A. L. Valentine's office, who is interested in the company which will handle the invention.

"The Phelps spike consists of two pieces, the large member being the same as the standard spike, except that the upper part is a trifle narrower from front to back. About three and a half inches down from the head the spike assumes its full standard size by a curve of easy radius. The second member, or feather, is about four and a half inches long, tapering from the head to a thin edge.

"The spike is first driven into the tie against the rail in the usual manner, and the feather then driven close against the back of the spike; when the point of the feather reaches the curved off-set in the spike its course is deflected. The tests at the university showed:

Holding power in red fir, average rate of growth fourteen years per inch:
Maximum load sustained
Standard 5 1/2 inch spike.....2225 lbs.
Phelps 5 1/2 inch spike.....3289 lbs.
Holding power in Alaska spruce, average rate of growth nine years per inch:
Standard 5 1/2 inch spike, lbs.....2225
Phelps 5 1/2 inch spike, lbs.....3280

"The result from the Alaska spruce test will be a surprise to many, and especially to some Alaska railway builders, who condemned this timber as being too soft, and have, at great expense, shipped fir ties from Seattle to Alaska. "The efficiency of any device for holding the rail to the ties is, however, not proved by any tests for resisting a direct pull.

"The loosening of the spike is caused not so much by the rail flange acting as a lever, as by the failure of the fiber of the wood, due to the jar from moving loads on the rail, destroying the friction and allowing the spike to work loose. This point seems to be fully covered by the tapering form of the 'feather,' which is not at first driven to refusal, but allowed to project an inch or more above the surface of the tie. An occasional light tap of the sledge on the feather would effectually prevent any loosening from this cause."

Monument Arrives.—Yesterday the steamer Kilburn brought in a fine monument for the grave of the late Rev. Hyland in Ocean View Cemetery.

The steamer Telegraph came down on time yesterday with 51 people for Astoria, and left up at 2:30 p. m.

A Hard Lot of troubles to contend with, spring from a torpid liver and blocked bowels, unless you awaken them to their proper action with Dr. King's New Life Pills; the pleasantest and most effective cure for Constipation. They prevent Appendicitis and tone up the system. 25c at Charles Rogers' drug store. J

CLOTHES BOUGHT AT WISE'S PRESSED FREE OF CHARGE WHENEVER YOU SAY SO

NEW ARRIVALS

The Famous Make of Union Label Clothing
Manufactured by that Fair House of
HENRY J. BROCK & Co., Buffalo, N. Y.



Wise Has Just Received A Large Assortment of Advance Fall Styles

HERMAN WISE

IRON-WORKERS, ON STRIKE

FIFTEEN QUIT THEIR BENCHES AT ASTORIA IRON WORKS FOR WHAT IS DEEMED BEST OF CAUSE.

Yesterday morning the 15 employees of the Astoria Iron Works went out on a strike.

The cause of the strike had nothing whatever to do with wages nor hours, but was based solely on the issue of the employment of a non-union mechanic.

It seems that some time ago a Finn went to work in the shops as a machinist, who was neither a good mechanic nor a union man. His presence was not resented by the members of Astoria Union, No. 26, I. A. of M., but he was urged to get a card, either from the place he claimed to have worked at his trade back east, or to join the union here. He could do neither the one nor the other. He had tried for a card back there, he said, but it had been denied him on the ground that he was not a iron worker under the requirements of the union; and the union here rejected him on the same identical score.

The situation was anything but pleasant for him at works here, as he was not qualified in any way to mingle with the men on a union or a workmanlike basis. He approached one of the operatives the other day, by the name of W. R. Glennon, and said he believed he would quit, and take up some other line of employment, until he could square himself as a master workman; and Glennon told him it would be the best thing he could do.

He went to the office and demanded his time, and on being questioned as to his reasons for quitting, said that he had been told to quit, and when asked who had told him this, he referred to Mr. Glennon. Glennon was called to the office and paid off at once, and the Finn retained on the rolls.

This forms the sole basis for the action of the men, who have nothing else in the world against the company, and are all tried and competent men who have been with the concern for more or less long periods. There was no effort to dictate in the premises, and the men struck simply because a union man and an excellent workman was discharged over a non-union and incompetent man, who could not talk enough English to make himself rightly understood at the office. It is said that the boss of the shop has to sharpen every drill the Finn uses, so utterly incompetent is he in the trade.

Just what the strike will eventuate in remains to be seen. The men are perfectly willing to take up their work in the event Mr. Glennon is restored to his bench and the Finn discharged.

The company disclaims the operation of the union rules at the works and relies entirely upon the efficiency of the skill of the men seeking work there.

READY FOR VISITORS.

Tillamook People Are Preparing to Entertain Large Crowds.

Mr. B. Sculley of this city is in receipt of the following letter from Ralph Ackley, secretary of the Tillamook County Street Fair and Carnival Committee, relative to the accommodations or those wishing to attend the fair from Astoria:

Dear Sir:—Mr. Dingman has handed me your card and message, and in reply thereto I wish to say that we will try and make arrangements to accommodate all of your party. It will be best, however, if you can let us know just about how many people you will have with you, before you come, so that we may be able to speak for rooms.

I will say, however, that we will have camping grounds near the city, with plenty of wood and water furnished free of charge, and should any of your people desire to camp during their stay here, you can inform them as to this so that they may prepare themselves with tents and camping outfit. Portland people have sent word that

Should you have room for any more passengers on your boat then have already spoken to you, kindly let us know so we can notify others who wish to come.

Hoping to hear from you at an early date, I am, yours very truly,
RALPH ACKLEY, Secretary.

ARE YOU A BON VIVANT?

The pith of life, after all, is a good feed. The good things of this life are not as a rule easily found, so that it is a pleasure to find so close at hand a first-class up-to-date establishment, where one gets those good things at every meal, like the Palace Restaurant, on Commercial street. The home of the bon vivant. tf

FREE FREE

Cut out this advertisement and present it at our store today, July 31st, and receive absolutely FREE one bar of

WHITE LINEN LAUNDRY SOAP

JOHNSON BROS.
GOOD GOODS.
WE SELL ICE